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RICHMOND TERMINAL

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CALIFORNIA STATE LIBRARY

NOTICE

Of Executrix's Sale of Real Estate at Private Sale.

Notice is hereby given, that pursuant to the order of the Superior Court of the State of California, in and for the County of Ventura, made on the 26th day of December, 1908, in the matter of the estate of Frederick B. Ginn, deceased, the undersigned executrix of the will of said deceased, will sell, at private sale, to the highest bidder, for cash, in lawful money of the United States, and subject to confirmation by said Superior Court, on or after Friday, the 19th day of February, A. D. 1909, all the right, title, interest and estate of the said Frederick B. Ginn at the time of his death, and all the right, title and interest which the said estate has, by operation of law or otherwise acquired, other than and in addition to that of the said Frederick B. Ginn at the time of his death, in and to that certain real estate, described as follows, to-wit:

An undivided three-fifths (3/5) of a one-sixth (1/6) undivided interest in and to all the following described pieces or parcels of land, situated, lying and being in the County of Contra Costa, State of California, and bounded and described as follows, to-wit:

Beginning at a point on the shore line of San Pablo Bay at ordinary high tide, distant 8.83 chains north of a granite monument six inches square on top, set at corner to Sections 3, 4, 9 and 10, in township 1 north, range 5 west, Mount Diablo Meridian, thence according to the true meridian across tide lands on line between sections 3 and 4, north 11.17 chains, thence west 10 chains; thence south 1.71 chains to said shore line, and along the same as follows: S. 30½ deg. E. 65 links; S. 3 deg. E. 2.10 chains to station, from which an alder tree marked B. T. 513 bears N. 14 deg. W. 103 links distant; S. 61 deg. E. 5.90 chains; S. 78¾ deg. E. 3.70 chains; S. 86½ deg. E. 1.73 chains to the point of beginning; being a tract of tide lands in San Pablo Bay designated as lot 32, in section 4 of said township, and containing an area of 9.73 100 acres.

Also beginning at a point on the shore line of San Francisco Bay at ordinary high tide, from which point a barberry tree 4 inches in diameter marked B. T. 450 bears S. 24½ deg. E. distant 45 links; thence according to the true meridian along said shore line, N. 14½ deg. W. 90 links; N. 16¼ deg. E. 1.88 chains; N. 61 deg. E. 1.50 chains to station 453 on the southern boundary line of the U. S. Light House Reservation; thence across the tide lands, along said boundary line; west, 6.61 chains to the established water front; thence along said water front; S. 3 deg. 48' E. 10.96 chains; S. 25 deg. 27' E. 20.63 chains to the line between sections 4 and 5; thence along said line north 21.72 chains to said shore line and along the same as follows: N. 18½ deg. W. 3.03 chains; S. 67½ deg. W. 1.94 chains; S. 82 deg. W. 1.50 chains; N. 42 deg. W. 1.63 chains; and N. 42 deg. E. 2.80 chains to the point of beginning; being a tract of tide lands in San Francisco Bay near Point San Pablo, and designated as lots 1 and 2 in Section 5 of Township 1, North Range 5 West, and containing the aggregate area of 15.25 100 acres.

Also beginning at the point of intersection of the line between Sections 9 and 16, Township 1 North, Range 5 West, with the shore line of San Francisco Bay at ordinary high tide; thence along said shore line as follows: N. 11 deg. W. 8 links to station 371; N. 33 deg. E. 1.90 chains; N. 24½ deg. W. 2.86 links; N. 36½ deg. E. 1.20 chains; N. 73 deg. E. 2.10 chains; N. 27¼ deg. E. 3.70 chains to post marked 576; N. 20¾ deg. W. 7 chains; (at 6.50 chains crosses a line of fence posts); N. 39 deg. W. 8 chains; N. 36¾ deg. W. 12 chains to station 379, from which a witness post marked 379 bears east one chain distant; N. 40¾ deg. W. 8 chains; N. 48 deg. W. 1 chains; S. 79½ deg. W. 2.15 chains; N. 51¾ deg. W. 3.70 chains; N. 80¾ deg. W. 1.68 chains; N. 60½ deg. W. 6.81 chains; N. 84 deg. W. 4 chains; S. 58 deg. W. 1.32 chains to the line between lots 6 and 7 in Section 9; thence across tide lands on line between lots 6 and 7; south 15.65 chains to the established water front; thence along said water front S. 38 deg. 19' E. 13.18 chains; S. 29 deg. 36' E. 23 chains to the line between Sections 9 and 16; thence along same, east 10.48 chains to line between lots 2 and 3 in Section 16; thence on line between lots 2 and 3; south 10.09 chains to said shore line of San Francisco Bay; thence along said shore line N. 82 deg. E. 27 links; N. 18 deg. E. 4.50 chains; N. 61 deg. E. 1.65 chains; N. 76¾ deg. E. 2.85 chains to station 369, from which branch of barberry tree, six inches in diameter, marked B. T. 369 bears S. 30¾ deg. W. distant 65 links; N. 12 deg. E. 1.90 chains; N. 11 deg. W. 2.52 chains to the point of beginning, being a tract of tide land in San Francisco Bay, designated as Lots 7, 8, 9, 10, 11, 12, 13, 14 and 15, in Section 9; Lot 2 in Section 16; all in Township 1, North Range 5 West, and containing an aggregate area of 109.45 100 acres.

Also beginning at a point on the shore line of San Francisco Bay at ordinary high tide, from which a granite monument six inches square on top bears due east, distant 50 links, (this monument is set at the northwesterly end of a small pond); thence along said shore line as follows: N. 10½ degrees W. 34 links to station 293; N. 19½ deg. W. 4.70 chains; N. 46½ deg. W. 2.60 chains; N. 32¼ deg. W. 3.10 chains; N. 49¼ deg. W. 1.60 chains; N. 2 deg. E. 1.60 chains; N. 38¼ deg. W. 2.30 chains; N. 84 deg. W. 1.25 chains; N. 29 deg. W. 3 chains; N. 57½ deg. W. 1.10 chains; N. 18½ deg. W. 1 chain; N. 10 deg. E. 2.40 chains; N. 38¼ deg. W. 4.40 chains; S. 88½ deg. W. 2.10 chains; N. 35 deg. W. 1.60 chains; N. 10½ deg. W. 2.90 chains; N. 45 deg. W. 5 chains; N. 80½ deg. W. 4.70 chains, intersects line between Sections 22 and 23, distant 7.86 chains south of a granite monument, six inches square on top, set at the corner of Sections 14, 15, 22 and 23; N. 80½ deg. W. 15 links to station 310; west 2.20 chains; S. 66 deg. W. 2 chains; N. 68 deg. W. 1.30 chains; N. 25¼ deg. W. 1 chain; N. 21½ deg. E. 2.15 chains; N. 72¾ deg. E. 1.60 chains to post marked 316; N. 5½ deg. W. 2.30 chains; N. 12¼ deg. W. 2.56 chains, intersects line between Sections 15 and 22, distant 4.06 chains west of last named monument, N. 12¼ deg. W. 1.94 chains; N. 8 deg. E. 2.20 chains; N. 30 deg. W. 2 chains; N. 45¾ deg. 2.40 chains; N. 51¼ deg. W. 4.90, W. 6.90 chains; N. 32¾ deg. W. chains; N. 36½ deg. W. 4 chains to post marked 324; N. 45½ deg. W. 5 chains; N. 49 deg. W. 5.30 chains; N. 60 deg. W. 2.90 chains; N. 49¾ deg. W. 4 chains; N. 60½ deg. W. 3.60 chains; N. 78½ deg. W. 5.20 chains; S. 72¼ deg. W. 34 links to line between Lots 20 and 21 in Section 15; a granite monument six inches square on top bears due north, 6.65 chains distant; thence across tide lands on line between Lots 20 and 21; south 13.35 chains; thence west 8.59 chains to the established water front; thence along the water front N. 78¾ deg. W. 1.45 chains; thence north 24.57 chains to said shore line; thence along the same as follows: N. 54 deg. W. 1.54 chains; S. 86¾ deg. W. 3 chains; N. 81½ deg. W. 7.35 chains; N. 46 deg. W. 1.49 chains; N. 13 deg. W. 1.20 chains; N. 58 deg. W. 4.30 chains to post marked 349; west 5.83 chains; N. 69¼ deg. W. 5.87 chains; N. 88 deg. W. 2.55 chains; S. 21 deg. W. 3.15 chains; S. 59 deg. W. 59 links to line between Sections 15 and 16; thence across tide lands on line between Sections 15 and 16, south 11.45 chains to the said water front; thence along the water front as follows: S. 43¼ deg. E. 19.85 chains; S. 76¾ deg. E. 18.30 chains; south 13.66 chains; S. 29¼ deg. E. 30.20 chains; S. 22 deg. 19 min. E. 50.56 chains; S. 61¾ deg. E. 13.71 chains; S. 14 deg. W. 5.10 chains to station 266 on said shore line at Point Richmond; thence along said shore line N. 87¾ deg. E. 1.55 chains; N. 25 deg. E. 3.33 chains; N. 57 deg. E. 1.04 chains to line between Sections 22 and 23; thence north 14.87 chains; thence west 10 chains; thence north 20 chains; thence east 36 chains to the point of beginning, being a tract of tide land in San Francisco Bay designated as Lots 9, 10, 11, 19, 20, 22, 23, 24, 28, 29, 30, 31 and 32 in Section 15; Lots 1, 2, 3, 4, 14, 15, 16, 18, 19, 31 and 32 in Section 22; and Lots 8, 9, 10 and 11 in Section 23; all in Township 1 North, Range 5 West and containing an aggregate area of 389 51/100 acres.

Also beginning at a point on the shore line of San Francisco Bay at ordinary high tide, distant 28.08 chains south and 3.50 chains east of a granite monument six inches square on top, set 13.50 chains west of the center of Section 23; in Township 1 North, Range 5 West; thence according to the true meridian along said shore line as follows: S. 51½ deg. W. 49 links; S. 28¼ deg. W. 3.11 chains; S. 18½ deg. W. 1.20 chains; S. 80½ deg. W. 1.37 chains; S. 45 deg. W. 1.70 chains; S. 11½ deg. W. 3.20 chains; N. 77¾ deg. W. 2 chains, S. 68 deg. W. 2.13 chains; thence across tide lands on line between lots 27 and 26½; south 2.88 chains to the south boundary of Section 23; thence along the same; east 10 chains; thence north 11.92 chains to the point of beginning; being a tract of tide lands in San Francisco Bay near Point Richmond, designated as Lot 27, Section 23 of said Township and containing an area of 6.18 100 acres.

Also beginning at the northeast corner of Section 25, Township 1 North, Range 5 West, bearing 80 chains east of a granite monument set at corner to Sections 23, 24, 25 and 26; thence across tide lands, along the east boundary of Section 25; thence south 20 chains; thence west 20 chains; thence north 20 chains to the north boundary of Section 25; thence along the same, east 20 chains to the point of beginning, being a tract of tide land in San Francisco Bay near Brooks Island, designated as Lots 1 and 2 in Section 25 of said Township and containing an aggregate area of 10 acres.

Also beginning at a point in San Francisco Bay at the ¼ section corner between Sections 29 and 30 Township 1 North, Range 4 West; thence according to the true meridian across tide land as follows: East 20 chains, thence north 20 chains; thence west 20 chains; and thence south 20 chains along the lines between Sections 29 and 30, to the point of beginning, being a tract of tide land in San Francisco Bay, designated as Lots 9 and 10 in Section 29 of said Township, and containing an aggregate area of 40 acres.

Also beginning at a point on the shore line of San Francisco Bay at ordinary high tide, near Molate Point; thence according to the true meridian along said shore line as follows: N. 51½ deg. E. 3.67 chains; S. 83 deg. E. 1.48 chains; N. 69½ deg. E. 2.65 chains to post marked 401; N. ½ deg. E. 1.10 chains; N. 33 deg. E. 1 chain; N. 3 deg. W. 2.30 chains; N. 14½ deg. E. 1 chain; N. 11½ deg. W. 1.84 chains; N. 21¾ deg. E. 1.44 chains; S. 48½ deg. E. 1.60 chains; S. 88½ deg. E. 2.10 chains; N. 53¾ deg. E. 1.61 chains; S. 73 deg. E. 3.30 chains to station 411, from which a barberry tree six inches in diameter marked B. T. 411, bears S. 82¾ deg. W. 47 links; N. 26 deg. E. 2.80 chains; N. 12½ deg. E. 3.40 chains; N. 1 deg. W. 3.80 chains; N. 12 deg. W. 5 chains; N. 21 deg. W. 4.60 chains; N. 35 deg. W. 3.09 chains, intersects line between Sections 4 and 9, Township 1 North, Range 5 West, distant 48.98 chains west of a granite monument six inches square on top, set at corner to Sections 3, 4, 9 and 10; N. 35 deg. W. 61 links; S. 73 deg. W. 1.73 chains, intersects line between Sections 4 and 9, distant 50.99 chains west of said monument; S. 73 deg. W. 82 links; N. 27 deg. W. 28 links, intersects line between Sections 4 and 9, distant 51.90 chains west of said monument; N. 27 deg. W. 1.80 chains; N. 32 deg. E. 2.90 chains; N. 28½ deg. W. 2.50 chains; N. 36½ deg. W. 4.90 chains; N. 63½ deg. W. 2 chains to station 423, from which a barberry tree six inches in diameter, marked B. T. 423, bears S. 69 deg. W. distant 90 links; S. 40 deg. W. 1.55 chains; S. 78 deg. W. 1.50 chains; N. 67 deg. W. 1 chain; N. 26 deg. W. 1.82 chains; north 2.10 chains; N. 38 deg. W. 4 chains; N. 78 deg. W. 1.64 chains; N. 53 deg. W. 2 chains; S. 85½ deg. W. 1.96 chains; N. 69 deg. W. 1.25 chains; N. 36½ deg. W. 1.72 chains to line between Lots 24 and 25 in Section 4; thence across tide lands along said line; west 8.52 chains to the established water front; thence along said water front S. 25 deg. 27 min. E. 21.11 chains to a line between Sections 4 and 9; and S. 13 deg. 52 min. E. 32.34 chains to the point of beginning, being a tract of tide land in San Francisco Bay near Molate Point, designated as Lots 1, 2, 3, 4 and 5 in Section 9, and Lots 25, 26 and 27 in Section 4, in Township 1 North, Range 5 West, and containing an aggregate area of 87.96 100 acres.

Together with all and singular the tenements, hereditaments and appurtenances thereunto belonging, or in any wise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof.

Excepting and reserving out of the real property above described a certain piece and parcel of land, which by a judgment of the Superior Court in and for the County of Contra Costa, State of California, duly given, made and entered in the special proceeding, entitled San Francisco and San Joaquin Valley Railroad, plaintiffs, vs. Bacon Land and Loan Company, a corporation, et al., defendant, and which said proceeding was numbered 2998 on the files of said Court, and which said judgment was entered on the 27th day of March, 1900, condemning a portion of the real property above described, and more particularly described as follows, to-wit:

Commencing at a point on the located center line of The San Francisco and San Joaquin Valley Railway Company's railroad, where said center line intersects the northeasterly boundary of said Tide Land Lot No. 10 on the shore line of San Francisco Bay at ordinary high tide, at or near Engineers Station 911x92 of said railroad, thence running along the shore line of San Francisco Bay at ordinary high tide north 57½ deg. west 3 feet to station 302; thence north 18½ deg. W. 66 feet; thence north 10 deg. east 158.4 10 feet to station 304; thence north 38¼ deg. west 23 feet to a point which is distant 70 feet at right angles northwesterly from the center line of said railroad; thence leaving said high tide line and running in a southwesterly direction on a curve to the left with a radius of 5,799.6/10 feet, parallel with the said center line of said railroad and distant 70 feet at right angles northwesterly therefrom, a distance of 531.5/10 feet to the end of said curve; thence in a tangent to said curve, continuing parallel to said center line and 70 feet distant therefrom, south 10 deg. 54 min. west a distance of 859.9/10 feet to the south boundary of tide land lot No. 10; thence due east along said south boundary line a distance of 71.3/10 feet to an intersection with a located center line of said railroad, at or near Engineers Station 923x38 of said railroad, thence continuing along said boundary due east a distance of 71.3/10 feet to a point 70 feet distant at right angles southeasterly from the said center line of said railroad; thence leaving said boundary and running parallel with the said center line of said railroad distant 70 feet at right angles southeasterly therefrom, north 10 deg. 54 min. east, a distance of 832.9/10 feet to a beginning of a curve to the right; thence continuing parallel with the said center line and distant 70 feet therefrom along said curve with radius of 5,659.6 feet, a distance of 270 feet to an intersection with the shore line of San Francisco Bay at ordinary high tide; thence along said shore line at ordinary high tide north 29 deg. west 6 feet to station 301; thence north 57½ deg. west 69.6 feet to the place of beginning. Said tract embracing all that portion of said Tide Land Lots Nos. 8 and 10 lying within a distance of 70 feet on either side of the located center line of The S. F. and S. J. Ry. Co.'s railroad and containing an area of 3.83 100 acres.

Also all that tract or parcel of land situated, lying and being in the County of Contra Costa, State of California, and bounded and particularly described as follows: Beginning at a point on the shore line of San Francisco Bay at ordinary high tide at the most southerly station of Tide Land Lots No. 32 in Section 22, Township 1 North, Range 5 West, M. D. B. & M., thence according to the true meridian as follows: Along said line of ordinary high tide north 87¾ deg east 102.3/10 feet to station and north 25 deg. east 219.8/10 feet to station; thence leaving said line of ordinary high tide and across tide lands south 13 deg. 52 min. west 281.8/10 feet to the point of beginning; being a portion of Tide Land Lot No. 32 and containing area of 23 100 of an acre. All bearings given are true meridian, and all Tide Land Lots and boundaries thereof are according to a certain map filed in office of Recorder of S. F. County, July 11, 1872.

Also that tract or parcel of land situated in the County of Contra Costa, State of California, being all of Tide Land Lot No. 11, and a portion of Tide Land Lot No. 10, in San Francisco Bay, all in Section 23, Township 1 North, Range 5 West, Mount Diablo Base and Meridian, bounded and particularly described as follows, to-wit: Commencing at the southeast corner of said Tide Land Lot No. 11 on the shore line of San Francisco Bay at ordinary high tide, from which a granite monument six inches square on top, set at the northwesterly end of a small pond, bears due east distant 33 feet; thence along said shore line at ordinary high tide, as follows: North 10½ deg. west 22.4/10 feet to station 293; thence north 19½ deg. west, 310.2/10 feet; thence north 46½ deg. west 171.6/10 feet; thence north 32¼ deg. west 204.6/10 feet; thence north 49¼ deg. west 105.6/10 feet; thence north 2 deg. east 105.6/10 feet; thence north 38¼ deg. west 151.8/10 feet; thence north 84 deg. west 82.5/10 feet to Station 300; thence north 29 deg. west 192 feet to a point which is distant 70 feet at right angles southeasterly from the located center line of the San Francisco and San Joaquin Valley Railway Company's railroad; thence leaving said high tide line and running in a southwesterly direction along a curve to the left with radius of 5,659.6/10 feet, parallel with said center line of said railroad and distant 70 feet at right angles southeasterly therefrom, a distance of 270 feet to the end of said curve; thence continuing parallel with said center line and distant 70 feet therefrom a distance of 832.9/10 feet to the south boundary of said Tide Land Lot No. 10; thence due east along the south boundary of said Tide Land Lots Nos. 10 and 11, a distance of 904.7/10 feet to the place of beginning. Said tract containing an area of 12.38 100 acres.

Also, all that certain tract or parcel of land situate, lying and being in said County and State aforesaid, being all of Tide Land Lot No. 9 and portions of Tide Land Lots Nos. 8 and 10, in San Francisco Bay, all in Section 23, Township 1 north, range 5 west, Mount Diablo Base and Meridian; bounded and particularly described as follows, to-wit: Commencing at the northwest corner of said Tide Land Lot No. 8 on the shore line of San Francisco Bay at ordinary high tide, from which a granite monument six inches square on top set at corner to Sections 14, 15, 22 and 23 bears due north distant 518.8/10 feet; thence running due south along the west boundary of Section 23, a distance of 2,121.2/10 feet, to the southwest corner of said Tide Land Lot No. 9; thence along the south boundary of said Lots Nos. 9 and 10 a distance of 668.7/10 feet to a point which is distant 70 feet at right angles, northwesterly from the located center line of the S. F. & S. J. V. Ry. Co.'s Railroad; thence leaving said boundary and running north 10 degrees 54 min. east parallel with said center line of said railroad and distant 70 feet at right angles northwesterly therefrom a distance of 859.9/10 feet to the beginning of a curve to the right; thence continuing parallel with said center line of said railroad and distant 70 feet therefrom along said curve with radius of 5,799.6/10 feet a distance of 531.5/10 feet to the shore line of San Francisco Bay, at ordinary high tide; thence along said shore line at ordinary high tide as follows: North 38¼ deg. west 267.4/10 feet to station 305; thence south 88½ deg. west 158.4 feet; thence north 35 deg. west 105.6/10 feet; thence north 10½ deg. west 191.4/10 feet; thence north 45 deg. west 330 feet to Station 309; thence north 80½ deg. west 310.2 feet to place of beginning. Said tract containing an area of 35.14 100 acres. All bearings given above are true meridian, and all Tide Land Lots and boundaries thereof are according to a certain Map filed in the office of Records of San Francisco County, July 11, 1872.

Also excepting and reserving in addition to the above described property, reserved and excepted as aforesaid, the following described property: That certain tract or parcel of land situated in the County of Contra Costa, State of California, bounded and particularly described as follows: Commencing at a point in the exterior boundary line of the San Pablo Rancho, known and designated as Station No. 251, said point being also in the line of ordinary high tide, and running thence south 56 deg. west 1,290 feet, more or less, to the southwesterly boundary line of Tide Land Lot No. 24, in Section 15, Township 1, north range 5 west, Mount Diablo Meridian; thence southeasterly along said southwesterly boundary line of Tide Land Lot 24, and along the southwesterly boundary line of Tide Land Lot No. 23, in said Section 15, 1,010 feet, to a point in the said southwesterly boundary line of Tide Land Lot No. 23; thence northeasterly along a course laid in a direct line toward Station No. 259 in the exterior boundary line of said San Pablo Ranch, 1,180 feet to a point in the easterly boundary line of Tide Land Lot No. 11, in said Section 15; thence north along the easterly boundary line of said Tide Land Lot No. 11, 230 feet, more or less, to an intersection with the said exterior boundary line of said San Pablo Rancho at a point between Stations Nos. 258 and 259; thence following the exterior boundary of said San Pablo Rancho, north 54 deg. west 70 feet, more or less, to Station No. 258; thence north 86¾ deg. west 3 chains; thence north 81½ deg. west 7.35 chains; thence north 46 deg. west 1.49 chains; thence north 13 deg. west 1.20 chains to the place of beginning, containing 33.2 acres, more or less, which said property was by a judgment of the Superior Court in and for the County of Contra Costa, State of California, condemned in the proceeding entitled Southern Pacific Railroad Company vs. Barker, et. als., and which said proceeding was numbered 3,377 on the files of said Court.

Bids or offers for the real estate above described must be in writing and may be delivered for the said executrix at the office of Ginn & Co., No. 717 Market street, in the City of San Francisco, State of California, or left with the said executrix at her residence at Nordhoff, in the said County of Ventura, or may be filed in the office of the Clerk of said Superior Court at any time after the first publication of this notice, and before the making of the sale.

Terms and Conditions: Cash in lawful money of the United States, ten (10) per cent of the purchase money to accompany the bid, balance to be paid on confirmation of the sale by said Superior Court.

Dated January 20, A. D. 1909.

JOSEPHINE E. P. GINN,
Executrix of the Will of Frederick B. Ginn, Deceased.

GIBSON, TRASK, DUNN & CRUTCHER,
Attorneys for Executrix,
718 Pacific Electric Building, Los Angeles, Cal.

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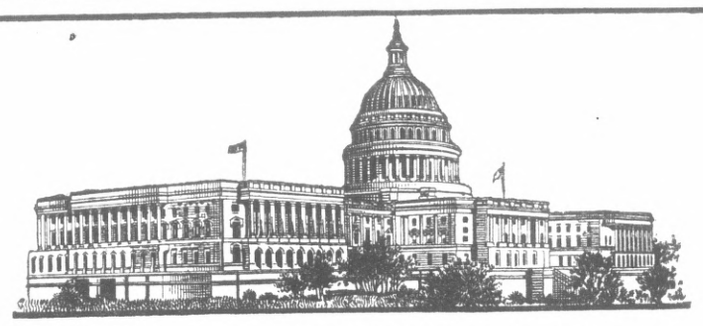

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If you have any news of arrival and departure of guests, society or industrial news, churches, lodge events, building operations or other gossip of interest to the City, send it to the TERMINAL as early as possible with your signature.

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Abraham Lincoln said: "The majority shall rule.",

Lincoln Day, February 12, was duly observed by all Richmond citizens, pupils and teachers with appropriate exercises

The charter was duly carried by a majority of 315. If adopted by the Legislature at Sacramento our city will shed her time-battered No. 0 garment for an elastic robe of the charter. Baby Richmond must be in style. For several months it was known that the charter would go and there was no organized opposition against it, so everybody gets credit for the document.

HAWAIIAN PINEAPPLES THERE IN BUNCHES.

Growers of Paradise of the Pacific To Exploit Their Fruit at the Coming Exposition In Seattle.

(Special to the TERMINAL)

Honolulu, Feb. 12—The Hawaiian Pine-Apple Grower's Association will feature their products at the Alaska-Yukon-Pacific Exposition to be held in Seattle next summer, and the display to be made at the coming fair will be beyond question the most elaborate and complete that has yet been ever attempted.

At a meeting of the Association, held last month in Honolulu, at which all pine-apple growers and packers of the islands were represented, the sum of twenty thousand dollars was subscribed to be used in placing a magnificent display in the coming exposition. In addition to this sum, the individual planters will expend an amount considerably in excess in exhibiting and distributing their own products.

The plans for exhibits as decided upon, provide for a full and complete display of all fresh and manufactured pine-apple products and will be directly under the supervision of the association. The space to be occupied in the exposition will be magnificently fitted up and the wood furnishing will be all constructed from the native mahogany, known locally as "Koa." All throughout the exposition a band of Hawaiian musicians will be in attendance, and the native songs and music of the Paradise of the Pacific will be heard under charming and delightful conditions and surroundings of the Hawaiian islander.

A band of Hawaiian girls, carefully selected for their beauty and abilities, will take a prominent place in the display and will dispense the fragrant coffee of the Kona district and assist in the distribution and showing of the display of pine-apple products.

The rapid prominence and importance of the pine-apple industry of the Hawaiian islander gained during the past two or three years has been phenomenal, and the present exposition is regarded by the planters as the most valuable and advantageous opportunity for widely bringing their wares before the American public that has ever been offered. Every possible advantage of the occasion will be availed of and no expense in any way necessary to the entire success of the exhibit will be spared.

Hawaii has of recent years been forging rapidly to the front in the industry of tinning pine-apples, and the greatly superior quality of the fruit produced has attracted world-wide attention. They have been placed now on nearly all of the world's market, but the great market is naturally regarded as the United States and it is here that the bulk of the output is consumed. Last year the local pack reached 500,000 cases of two dozen tins to the case, and the present year will be vastly larger.

The manufacturers of native Hawaiian lumber will take advantage of the Alaska-Yukon-Pacific Exposition, and the furnishing of the fruit display department will be carefully executed under their direction, and every possible effort will be made to show the many merits and beauties of the various native hard woods for furniture and finishing purposes. This display will undoubtedly prove of unusual interest to lumbermen and dealers in general, and will afford a comprehensive idea of the timber products of the Hawaiian islands.

All detail of arrangement has been thoroughly entered into by the association having the exposition display in charge, and everything pertaining to making the exhibit one of the most pleasing and delightful features of the great fair, will be in readiness for the opening day.

TRANSPORTATION OF MINERAL PRODUCTS.

(Remarks by Edward H. Harriman, submitted at the American Mining Congress at Pittsburg, Pa., on December 4, 1908.)

(Continued from last week)

Undeveloped resources were promoted, lands were settled by worthy home-seekers and when these prospered the railroads got their share.

The country oftimes profited when the original investors lost. Early roads made rates for freight that enabled the farmers of the wheat growing states to sell their products at a profit, notwithstanding the long haul. Lumber rates from the Pacific Northwest were reasonable for consumers in the Mississippi Valley and in the Western States. Coal was carried long distances at so low a rate that would be against economic management, but coal developed new industries which increased traffic of a higher grade so it could be carried that way.

Mr. Harriman says: "The supplies of these raw materials and cheap railroad transportation have been, and still are, the foundation of the wealth of this great country; and on no other foundation could this prosperity have been built or be maintained." This pioneer development is still going on in new territory and the problem of railroads now is to keep pace with this rapid growth, to furnish larger and more rapid means of transportation. This is the great undertaking of railroads. The total railway mileage increased from 6,535 miles in 1840 to 230,000 miles in 1907. The increase in mileage construction being more rapid since 1880. In 1896 there were 182,000 miles of single track, 20,000 freight locomotives and 1,222,000 freight cars, while in 1906 there were used 222,000 miles of single track, 30,000 freight locomotives and more than 1,800,060 freight cars.

The weight of the locomotives and car capacity have also increased, and during the past ten years; the increase in weight of freight cars 40 per cent on the Union Pacific, while on the Great Southern Pacific system in the past nine years car capacity has increased 100 per cent and locomotive weight 56 per cent.

The public will be surprised to know how the grades had to be improved; better bridges, culverts and heavier rail; iron rails of the pioneer railroad replaced by heavy steel ones. One June 30, 1906, the period of greatest railroad development in the United States, there were 222,340 miles single track and including double track 317,000 miles were in operation; 51,672 locomotives; 1,837,914 freight cars of which 686,717 were used for hauling coal, with a capacity of nearly 25,000,000. tons.

It required 1,521,355 persons to handle the railway business, and the average haul of each ton of freight was approximately 241 miles.

Mr. Harriman, the railroad wizard, quoted an estimate from Mr. Parker of the U. S. Geological Survey that with an average of 30 coal cars to the train and fifty tons to the car it would require 332,330 trains to carry the production of the coal mines in the United States during 1907, and the combined length of these trains would extend two and two-third times around the earth at the equator. The readers of the Terminal can easily comprehend the great demand on the railroads in freight transportation and the great expense to carry on the vastly increasing business for the trade.

Mr. Harriman says the consumers and producers naturally think the rates are too much and the consumer blames the miner and the railroad while the producer blames the supposed excessive cost on the railroad alone.

Producers and consumers are factors that enter into the haul of mineral products. The consumer naturally thinks that mineral products cost too much and finds fault with the miner and the railroad while the producer blames the railroad.

History shows that the railroad does not charge what the traffic will not bear, as they desire to create a market for industry.

In long settled portions of this country railroads are doing great development work at great cost to increase transportation facilities, and statistics are eliminating inequalities of freight rates that have heretofore existed.

The miner and the railroader have done much to develop the resources of the country and they share alike the successes and failures.

As statistics furnish the information the railroads are coming to a freight charge that would be consistent with the development of the mining industry. The railroad is a great developer of the country's resources. Opening of markets is a great stimulus to this development.

Mr. Harriman declared that managers and railway stockholders favor a competitive rate of market prices of products along one railway system with those of another railroad. Freight charges must be consistent with a yield of fair returns to those whose savings help build and improve the railroads.

One statement of the great railway wizard comes home to our readers: He said as the country and railways develop, freight rates diminish. Thus: The rate per ton per mile in 1870 was $1.89; 1880, 1.2 cents; 1890, .94 cents; 1900, 73 cents, and 1907, 75 cents.

European countries have twice as much freight to carry and consequently get a lower rate, and the European freight rate was nearly twice that of the American rate which, in 1906, saved our people over $1,930,000,000.

In his address Mr. Harriman said the people of this country desire to be fair, but he declared that there was lack of knowledge of the fundamental factors which may retard railway development by unjust treatment of investors. The impression is out that railroads are owned by a few rich men. And for this reason there is an idea that they can stand restriction. The railroads are not owned by a few rich men. There should be no discrimination. It takes a practical railroad man with knowledge of fundamentals to foresee this.

On June 30, 1907, the railroads of the United States had 320,000 miles of track and 350,000 stockholders, more than one stockholder for every mile of track.

It has been argued that railways should receive but 4 per cent interest profit on the cash valuation of the property.

In 1900 statistics show that farmers received 9 per cent on the value of their farms that year, while manufacturers yielded a net return of 19.04 per cent on their investment, while the railroads yielded less than 4 per cent. In 1905, farmers made 9.8 per cent and manufacturers 15 per cent and railroads 4.4 per cent. Railroad dividends from 1882 to 1906 averaged but 2.9 per cent, and 1884 to 1906 they were only 1.5 per cent.

On a single basis of comparison during the past 40 years dividends of national banks have averaged 8 3-4 per cent and these dividends were never lower than 6 per cent in any year. In the last few years bank dividends have averaged 10 per cent. Investors in railways are becoming disappointed at the low returns. It is proposed to hold the railways to a 4 per cent interest basis and no guarantee that such will be assured against losses from outside parties.

Mr. Harriman thinks rates should not be fixed so low as to barely escape confiscation, but questions of equity and public welfare should be considered. Capital invested in railroads not paying good interest will seek other investment, and railway progress and development of the country will be checked as the result.

The possibilities in this country's growth are just ahead and it is necessary to provide for the immediate future. All uncertain factors should be eliminated. It is safe to say that in 20 years the population of the United States will reach 114,000,000 and an annual coal production then of 1,200,000,000 tons handled by the railways.

It is necessary for the mining industry that is developing that transportation equipment must be furnished promptly. The railroads must be prepared to take care of the immense freight then.

Mr. Harriman said the people of Pittsburg are interested in inland water transportation improvements. He said raw mineral products are unperishable and could be hauled at long distances more cheaply and the railway wizard wished that inland waterways were developed all through the West so that coal could be delivered to his railroads to save cars for them in shipping coal for use of his railways, saving a long haul of coal of two thousand miles. The waterways of the Great Lakes are useful to carry tons of raw mineral materials. To give greater transportation facilities these improvements are all needed and railway men welcome these improvements. Good wagon roads should be built everywhere. Railroads will double-track, reduce grades and improve road beds. The farm should be brought in closer connection with the railroads and smaller markets.

The interests of the producers, consumers, and transportation agencies are mutually interdependent in the markets of this country and of the world. No unjust burden should be placed upon any businesses, lawmakers and railway commissions should not unduly harass transportation agencies, which would surely arrest development of traffic, growth of business and decrease the value of your properties. All legal and moral rights should be duly observed and co-operation and broad and intelligent spirit are in demand.

No country has so rich a heritage as ours, or which is so wasteful in the use of its resources, and no country has ever had such phenomenal growth, yet still in its infancy.

This development will be wise and permanent if we quit waste and develop efficient use. Enlargement of systems of transportation must be encouraged, both by rail and water, so as to build up industries in every part of the country, as will best develop our great country as a whole.

CHARTER WINS IN A WALK

In the late charter election Tuesday, the election passed off very quietly with a light total vote of 853. The result was 584 votes for the charter and 269 votes against it, or 315 majority for the charter. At the Point the election stood 215 for, and 157 votes against the charter; at Winehaven 5 for and 1 against and at Richmond, east side, 364 votes for and 111 votes against it. The election passed off very quietly with no organized opposition. Many voters objected almost in a body to one or two clauses in it, but voted for it in anticipation of street improvements. Others voted against the whole thing. The document now goes to the legislature and Assemblyman Tom Johnston or Senator Martinelli will bring it before the legislature for ratification or rejection. The Berkeley and Palo Alto charters have been presented.

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ORIGINAL DEFECT

TOWN TALK

Attorney W. D. Grady has returned from Martinez where he was ...lle engaged.

...ny G. McLeod went to ...ngeles to visit relatives and ...iends.

Do our readers "recall" the charter election? The charter carried by 315 majority.

James McGann will sell his property in Nystrom addition and ...ove away. He has lost money in ...iting game.

... Richmond Leader have is... a splendid 24-page edition, ...ing the resources of this city ... with a beautiful cover and ...savings.

...e Terminal is in receipt of the ...number of "The California ...ani Weekly," a bright, crisp, ...sy journal, which is a welcome ...itor to our desk.

Our city needs more important ...ings than anti-saloon talk. ...me would-be reformers talking ...loon in the press, can drink ...eer to float a launch.

...ollett, Frank Wyatt and ...Rihn did some very effective ...for the city charter, and only ...their continuous, persistent ...k, the vote would not have ...ned out.

...puty Sheriff W. M. Veale ...fearless capture of the dy... of the Hartman home at ...tt. He inherited the traits ...ery from his father, Sheriff ...A. Veale.

Who is Chandler? He is talked ...for City Clerk. Chandler did ...u say? Yes, Chandler. Oh! Yes. ...now him. His name is Chandler. ...'s it. He would make a good ...ty Clerk, that man Chandler.

The City of Richmond outside of ...he corporation limits east to San ...Pablo avenue will grow very ...rapidly, and that property will sell ...rapidly for it is as choice as a ...reservation.

The high school fans are making preparations for field work. ...Nothing is announced this week, ...and we are led to presume that ...nothing of importance is on for ...next week.

The plan for the educational department for our city was devised ...by Prof. Helms after the collection ...of materials from a wide number ...of leading city school systems of ...the United States. The plan is ...modern and up-to-date and was ...adopted.

Other cities do this, and why not Richmond—it is: Name our school buildings after the presidents: for instance: Washington School; Lincoln School; Garfield School; McKinley School, Jackson School. These would add tone and dignity to our school system.

Will City Attorney Hart explain to the people how his answer in behalf of the city of the injunction suit on Richmond's principal street, is progressing in the Supreme Court. Thirty days are pretty long in Hart's time measure.

Prof. U. T. Helms for a time was not quite decided upon the provisions of Richmond charter, but was quite decided to let the decision rest upon the recommendation of Prof. William Cary Jones, head of the Law Department of the University of California his former teacher and the charter went.

After the mass meeting Saturday night, our friend, Prof. William Carey Jones, accompanied ...e Terminal editor to his office ...here we talked, "Auld Lang Syne." Prof. Jones was an ...agreeable entertainer and procrastination stole on to a late hour. He spoke of our niece, Miss Ara Harris Brown, who graduates at ...he University of California this ...ar.

...John Kelley, the real estate ...oker, who is suffering from ...sequelae of measles has been having a very serious time. A physician it is said, pronounced his ...ment scarlatina several months ...when it was only measles. ...Kelley got out too soon and ...his ears in a tender condition. ...t a week ago he was taken to ...Providence Hospital, Oakland, ...where an operation was performed ...for a mastoid abscess. Mr. Kelly, who is now able to sit up is expected to return home in a few days.

It is expected that some pressure will be brought to bear upon Senator Perkins and Congressman Knowland for a U. S. Weather Station upon one of the western hills near the bay. The West Side Woman's Improvement Club, of Richmond, will urge the matter when practicable.

The Guggenheim smelters will come to Richmond now, the charter has carried, if they do not recall it by a referendum decision About $2,500,000 will be expended City Attorney Hart said they would come. The Guggenheim's have their business eye upon the large acreage sale on San Pablo bay waterfront, north of Richmond, description of which land to be sold at private sale is advertised in the Terminal.

The Terminal editor regrets very much to hear of the illness through the Cincinnati Times-Star of Dr. R. C. S. Reed of Stockton, near Cincinnati, who was ye editor's preceptor in the study of medicine when we were principal of the Stockton, Ohio schools, and when Dr. Reed was Dean of the Cincinnati College of Medicine and Surgery at Cincinnati. He is stopping at the old homestead at Stockton with his son, Dr. William Reed, our former esteemed pupil. Dr. C. A. L. Reed of Cincinnati was called to the bedside of our dear old friend.

It is "JONES, JONES," EVERYWHERE. Prof. William Cary Jones may soon have to resign from the University of California as head of the Law Department, or refuse engagements to talk upon city charters. At the mass meeting Saturday night, Professor Jones passed the following opinion of Richmond City Charter in a nut shell.

"It is simple, elastic, comprehensive, democratic and consistent It provides for a business, progressive and economical government with the voice of the majority. It centralizes power and fixes responsibility."

In a local paper the announcement was made that Prof. William Cary "James" would address the citizens of Richmond upon the charter. When Chairman Levi Boswell introduced the speaker from Berkeley as "Prof. William Carey Jones" there was a broad grin upon many of the countenances. "James" was so different from Jones.

It is with regret that we chronicle the severe illness of Captain H. W. Young of Alcatraz Island, the Light House keeper, and for many years the faithful employe of the U. S. Government on this coast. Mr. Young has engaged a substitute while he is taking a rest from asthmatic attacks. About twice a month Captain Young visited our family and also the Dahnkin's of this city and was ever welcome. We have known Mr. Young since 1889.

Mr. Young in 1868 was an English sailor and was Captain of the English vessel, Wateree. While off the coast of Arica, South America, during the great earthquake the ocean receded about a mile from shore and a great tidal wave arose at which the ships anchored at the wharf appeared to sink. Captain Young steered his vessel upon the crest of the wave which carried the ship one mile inland and left her stranded where she can now be seen as a lodging house. It is feared that this grand, good man may soon answer his last call upon high to his Heavenly Home to receive his reward in eternal rest. The captain is in the German Hospital and suffers from myo-degenerata cordis with attacks of asthma and periodic oedema, which disappears again. The light house keeper is aged about seventy and has had a rugged physique.

IT IS: DO, RE, MI, FA, SOL, LA, SI, DO.

A committee of high school trustees composed of William F. Belding, Esq., and Prof. U. T. Helms about a week ago, selected a grand Knabe piano, for the assembly room of Richmond's new $85,000 high school from the Wiley B. Allen Company, dealers in high grade pianos, San Francisco. The instrument is perfect a pretty rosewood and cost $1400 B. N. Neill landed the sale.

STATE SUPERINTENDENT HYATT'S BOOKLET.

Lincoln's birthday was duly celebrated by the teachers of Contra Costa county. Hon. Edw. Hyatt furnished with great promptness, a splendid booklet, and epitome of the life, character and public services of the former rail-splitter, with a comprehensive suggestive program which our teachers appreciated.

A GOOD MOTHER GONE.

At 11 o'clock on Tuesday morning of last week, we regret to hear that our old friend, Mrs. Lucinda Ann Shaw passed away at Shandon, Calif. Mrs. Shaw was a mother to the Terminal editor since 1889. When we first arrived in California her husband, D. B. Shaw, Esq., now dead, was living then. At the time of her death, Grandma Shaw was 82 years old Her remains rest peacefully at Shandon cemetery. She was the beloved mother of eight children: Mrs. Hannah M. Brown, Santa Barbara; Francis Read Shaw, Modoc; Lou Olive Butcher, Santa Rosa; Ernestine Moore, San Diego; Dan W. Shaw, San Luis Obispo, and Alfred Shaw, Shandon.

SUPERVISOR RIHN WILL WIDEN.

Monday the Terminal representative met Mr. Lloyd, owner of a large tract north of Macdonald avenue, near San Pablo avenue, north of the intersection of Wall street Boulevard from Stege. Mr. Lloyd was on a Fillmore and alighted at Duboce street. He said he has given the right of way to widen Macdonald avenue to San Pablo avenue and asked when Supervisor Rihn would widen it. Mr. Rihn is fulfilling his promises and he said as soon as right of way for widening was secured work of grading and macadamizing will begin. As soon as the weather is favorable work will start.

Macdonald avenue will then be the only street opened directly to San Pablo avenue through the heart of Richmond.

THE ANDREW CARNEGIE GIFT.

The Board of City Trustees on Tuesday evening at an adjourned meeting took up the question of site for Carnegie library. The site between Fourth and Fifth streets on Nevin avenue, was unanimously accepted by the Board and the deeds were passed up to the City Trustees by the Woman's Improvement Club of Richmond. The deeds were forwarded to the Andrew Carnegie Library Board, New York City at once in response to Andrew Carnegie's special request, who is anxious to send the $17,500 when the deeds arrive. The plans will come with the money and one of the handsomest Carnegie buildings in the country will greet the eye of the great philanthropist should he chance to come to San Francisco. Our citizens appreciate the gift. The Richmond Terminal first advocated the library in 1904.

Notice:

Upon numerous demands I am now in position to accept any who desire to take a thorough course in piano work. He will be in Richmond on Saturdays. You may call at this office, or at headquarters, 535—24th St., Oakland.

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Memphis	30.50
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NOTICE TO CREDITORS.

IN THE MATTER OF THE ESTATE OF SOREN S. SORENSEN, Deceased.

Notice is hereby given by the undersigned, Administratrix of the estate of Soren S. Sorensen, deceased, to the creditors of, and all persons having claims against the said deceased, to exhibit them, with the necessary vouchers, within four months after the first publication of this notice, to the said Administratrix at the law office of A. B. McKenzie, No. 1010 Main Street, Martinez, Cal., the place of business in all matters connected with said estate.

Dated December 26, 1908.

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Must prescribe some of the ingredients that are contained in Hood's Sarsaparilla—for all troubles of the blood, stomach, kidneys and liver.

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Costs 60c—90c per acre for seed.
Most wonderful grass of the century, yielding from 5 to 10 tons of hay per acre and lots of pasture besides. It simply grows, grows, grows! Cut it today and in 4 weeks it looks for the mower again, and so on. Grows and flourishes everywhere, on every farm in America. Cheap as dirt, luxuriant as the bottom lands of Egypt. Big seed catalog free or send 10c in stamps and receive sample of this wonderful grass, also of Speltz, the cereal wonder, Barley, Oats, Clovers, Grasses, etc., etc., and catalog free. Or send 14c and we will add a sample farm seed novelty never seen by you before.
SALZER SEED CO., Box PC La Crosse, Wis.

A Large Profit.

Life is a matter of adjustment and not of circumstance. The financial affairs of the old water-cress man in James Greenwood's "The Wilds of London" were as large and [illegible] to him to be of as much [illegible] as are the manipulations of the Wall Street broker. The water-cress man was a crippled old Londoner who had been a soldier in his younger days, and who, at the time of writing, numbered seventy-six years.

The rheumatism was to him a malignant foe. His house was wretched, but he told me he would rather die than go to the workhouse.

I saw him [illegible] in November, down at [illegible] near Hackney, [illegible] to him as he stood on [illegible] planks stretched over the oozy beds where the cresses grew, and [illegible] the men were gathering by torchlight. It was fully three hours before daylight.

The old man, without so much as a neckkerchief for a shirt collar, winced before the cold wind that blew his white hair about and visibly increased the blueness of his poor old nose.

"You would better be in the workhouse," said I.

"Better in my grave, where I shall be afore long, God willing," he replied. "No work'ouse for me, thanky."

"But why don't you buy your cresses in the market?"

"'Cause they're cheaper to buy first 'and. You'd be astonished how much cheaper. Why, it makes as much difference as three or fourpence in the day's stock."

In Fine Trim.

"I see Hi Hoskins is back from Noo York," drawled the old postmaster at Bacon Ridge. "How does he feel?"

"In fine trim," responded the village loafer.

"In fine trim, eh?"

"Yes; while he was in that town he had his nails trimmed, his hair trimmed, his whiskers trimmed and before he could get away he had his pockets trimmed. Hi says Noo York is a blamed trim town."

Perfectly Safe.

"I should think Mrs. Roosevelt would be afraid to let her husband go after lions," declared a reader of the daily papers, according to a writer in the St. Louis Despatch. "It is a most dangerous sport."

"Nonsense!" responded her husband.

"Why do you say that?"

"Because she knows very well there isn't a lion living that could bite him first."

PISO'S CURE
Beware of the Cough
that hangs on persistently, breaking your night's rest and exhausting you with the violence of the paroxysms. A few doses of Piso's Cure will relieve wonderfully any cough, no matter how far advanced or serious. It soothes and heals the irritated surfaces, clears the clogged air passages and the cough disappears.
At all druggists', 25 cts.
25 cts. 25 cts.

DR. PARKHURST SAYS

Civilization Is Severest Disease from Which Human Race Suffers.

"American hustle is putting its blight upon everything that really deserves to be called substantial American progress," said Dr. Charles H. Parkhurst at the Madison Square Presbyterian church. "We have recently been informed by one who has had exceptional opportunity to acquaint himself with the facts, that with all the crowding and prodding that distinguishes the American school room there is less to show for it than is secured by the more steady and composed discipline of German instruction.

"A German is never in a hurry, but he does as much as an American and does it better and more thoroughly and with less wrench to himself and to other people. We call him phlegmatic, which means if properly understood that he is to such a degree master of himself that he can cover a great deal of ground without going all to pieces in the process.

"And whatever flings we have made at German inertness, we are all prepared to say that Germany is still to a considerable extent the world's schoolmaster in all matters of profound thought, that Germany is rapidly overtaking England and America in the field of industrial competition, and when it comes to a question of military genius and preparation, Germany would quite likely be able to whip all the rest of Europe.

"But the most serious feature of frenzied American activity is not that we are not doing as good and solid work as would be accomplished were our activity of a less wearing and distracting kind, but that it leaves the minds of the people in that tumultuous condition that tends to render them insensible to any influences except such as emanate from the field of material interest and ambition.

"It has become a kind of second nature with us to do as much as we can do naturally and then to add another stint to it and to hold our watch in our hands while we are doing it. The shortening of the time by one hour for running a steamer from New York to Queenstown sends a thrill through the entire body of what we may call modern civilization. Civilization is one of the severest diseases from which the race is suffering. If, in point of hustle and nervous perturbation, heaven were to be like New York or almost any American city—except perhaps Philadelphia—we should pray to be sent somewhere else.

"The enforced and nervous pressure of the times is disastrous, so far as relates to what is best in life and finest in the individual soul. Christianity rose in successful revolt against paganism. Now the temper of to-day's spirit in all this matter of nervous hustle and conscienceless rush is pagan, as truly so as though it were being practiced in old Borneo or Madagascar. And it is for the church, for Christians and for you to lead off in an old-fashioned apostolic revolt against this despotism of pagan frenzy."

STREET CARS IN HOLLAND.

The Conductor Carries More Documents than a Congressman.

Countries may be known by their street cars. The rush and jar of our big cities are exemplified in the rapid, wide transit of its inhabitants. So the character of orderly little Holland may be gathered from observation of her car service, says J. N. Higginbotham in "Three Weeks in Holland and Belgium."

Street car fare in Holland is three cents a trip, and for four cents you receive a return ticket. The conductor carries more documents than a Congressman. For every fare he opens an aluminum box about four by six and hands out a receipt or a return ticket as the case may be.

When the passengers pay their tickets he places the tickets in a leather pouch hung by a strap round his neck. It is important that you retain the receipt given you, for at uncertain intervals a "controlleur" gets on the car and examines all receipts, puts his O. K. on them with a rubber stamp and compares the result with the manifest or log carried by the conductor. It is quite the correct thing to tip the conductor with a Dutch cent or two.

Each car has a card inside stating how many seats there are, and on each platform is another saying how many people may stand thereon. When the seats and both platforms are full the sign "Vol" is put up and no more are permitted to get aboard. Our car probably had 30 people in it and on the platforms and was turning business away at every crossing.

The Tie that Binds.

A certain couple decided to separate a while ago. It seemed that they were not affinities, after all, and life together was unendurable. So the wife picked up her belongings and was preparing for a trip home. At the time of parting she picked up their little pet dog and tucked him under one arm, while her other managed the suitcase.

"Why, you're not going to take Trixy!" exclaimed the husband.

"Of course I am," she announced. "I couldn't live without him."

"Well, I can't let the little fellow go," he insisted.

"And I simply won't leave him," she declared.

So they argued for half an hour, at the end of which she decided to stay, and unpacked to cook dinner, at which Trixy was the guest of honor.

A Cynical View.

"Was his courtship a success?"

"No."

"Why, I thought he married the girl?"

"And so he did!"—Birmingham Age Herald.

Sensible Advice.

The One—Don't complain.

The Other—Why not?

The One—Do you ever pay any attention to the complaints of others?

The Other—No.

The One—Then don't complain.

New York City consumes 987,500 pounds of sugar each day.

RAILROADS AS A FACTOR IN THE COUNTRY'S DEVELOPMENT

Last month before the American Mining Congress E. H. Harriman delivered a timely address, from which the following extracts are taken:

No man who has not participated in and watched the pioneer work of the railways in opening up the new country of our Western States has any conception either of the enormous task undertaken and accomplished by the early railroad builder or of the subsequent development of this great country. The railway construction across the plain and the desert, with no immediate freight or passengers in sight, has required not only a faith on the part of the thousands who risked their money in the future of undeveloped and undiscovered resources, but has also required their confidence in the future fair treatment by the American people of these railways as the development of the country proceeds.

There railroads were built not to handle traffic already existing, but to create traffic by making it possible for people to live and prosper in undeveloped parts of the country.

Many of the original investors lost a large part of their capital. But while these investors lost, the country profited. The early trans-continental railroads and the lines that were built after them made freight rates that enabled the farmers of the Dakotas to sell their wheat at a profit in all the markets of this and other countries, despite the relatively long hauling distances. Rates were made enabling people of the Mississippi valley, as well as the people in the Western States, to use, at reasonable prices, the lumber from Oregon. Rates were made enabling people everywhere in the country to obtain the fruits of California at a cost but little above that on the Pacific Coast. They have transported coal and other heavy mineral products for distances so great and at rates so low as to be inconsistent with economic management of the railroads, but for the fact that at those distant points these crude materials had developed new industries, which have in turn been the means of increasing traffic of a higher grade.

Without the fair co-operation of the railroads great industrial development in this country would have been impossible, and the enormous developments of the last half century in every part of this country is the best possible evidence that on the whole the railroads have dealt fairly with those directly connected with and directly responsible for these developments.

Freight charges must be such as to permit the railroad to do its work properly and yield fair returns to the men and women of this country whose savings have helped to build and improve the railroads.

As the country is developing, and as the railways are developing, freight rates have been diminishing.

The freight rates per ton per mile on the railways of the United States were $1.89 in 1870, and 75 cents in 1907.

Attention is called to the fact that during the year 1906 in the larger European countries the freight receipts per ton per mile were nearly twice that in the United States during the same year.

The impression exists that the railroads are owned by a few rich men; and it is contended that because these men are rich they can stand a restriction to a small return on their investments. The railroads of the United States had on June 30, 1907, 328,000 miles of track and about 350,000 stockholders, or more than one stockholder for every mile of railroad operated.

Statistics show that in the year 1905 the average net return of the farmers was 9.8 per cent on the value of their farms, and that of the manufacturers was 15 per cent, while the average return upon the railroad capital was but 4.4 per cent.

During the last forty years the dividends of national banks in the United States have averaged 8¾ per cent.

It is now proposed to limit by law the maximum dividends possible in railway investments as what might be considered a minimum return in other industries (about 4 per cent), on the ground that the railroads being quasi public corporations the public has the legal right to reduce these rates as low as it pleases, if it does not make them confiscatory.

If investors find that they can get continuously high rates of interest on investments, in connection with other industries, they will not invest in railway securities and hence funds needed for providing better transportation facilities will not be forthcoming, and the development of the country itself will be checked.

WHISKEY FOR RHEUMATISM.

To one-half pint good whiskey, add one ounce syrup sarsaparilla, and one ounce Toris compound, which can be procured of any druggist. Take in teaspoonful doses before each meal and before retiring. Followed up, this is a sure remedy.

When a woman has on a pretty pair of stockings she is terribly afraid of getting the bottom of her skirt soiled.

Be slow about making promises, then you won't have so many to break.

JUST BE GLAD.

Forget Your Pose of Misfortune and Take to Grinning.

If you want to get the worth of the bargain in life cultivate gladness, advises a cheerful woman writer, who has followed her own advice with success. The one who mopes doesn't enjoy herself and surely no one enjoys her.

Any one can be glad when things go her way; to be glad when the maid breaks your best dinner set, and the frock on which you've broken yourself turns out a fright shows a disposition that can be counted on to oil life's wheels.

There's a lot of gladness going, but many of us are blind to it. What we want is to take life like a healthy child and find enjoyment in simple things. We can cultivate our critical side until it takes the zest from everything.

What if we haven't an overflowing pocketbook, need we hang down the corners of our mouth when there is health and the outdoors and love to make for gladness?

Does it come easier to look on the black side? Has the pose of misfortune become your natural state? Forget it and take to grinning.

At first that grin may be as strained as a caricatured Taft or Bryan "smile," but most of your friends will think it more lovely than your usual hangdog expression. The brand improves with practice.

Forced cheerfulness is not pleasing, but it is better than chronic depression. Keep pumping out that oil of gladness and by and by the dumps will be lubricated.

Gladness isn't an effort to be glad; it is just being glad. You can not worry yourself into it; neither does it come by simulation; it does come from taking life easy and enjoying things whether they were meant to be enjoyed or not.

You sad one, try for a day to hunt causes for gladness. Instead of summing up your woes and mourning over the total, get in a receptive mood for joys. You'll be surprised at the end of the day to find how many have been the occasions for smiling.

Does your head ache? Sample the laugh cure. Are the children obstreperous? Don't mope over your sorry lot, but charm them with a smile. Does the future seem a coal-black wall? See what kind of a wedge a day of cheerfulness can make.

Gladness never comes with time to think about your troubles, so get busy. The full life is rarely the somber life.

Get grateful for your mercies; you may think it takes a magnifying glass to find them, but the eye is sharpened by the looking.

If you have no other cause for gladness, if your friends are not what they should be, if fortune frowns and things generally seem "rank," just be glad you are alive.

TO SPEND MILLIONS.

Steel Trust Approves Plans for Extensive Improvements.

Arrangements for spending about $10,000,000 on new mills and improvement of old ones have been completed by officials of the United States Steel Corporation. President W. Ellis Corey, in referring to the company's action, said:

"We have decided to engage immediately in the making of a new type of car wheel, and will erect a new plant which may cost in the neighborhood of $3,000,000. Our tests have been made at McKeesport, and we have found that the best wheels are made by rolling instead of pressing or forging. We have not yet decided on the location for this new plant, but it will be in the Pittsburg district.

"In addition to this we will spend about $1,500,000 in improving the Schoen Steel Wheel Company's plant at McKee's Rocks and make it one of the best in the world. The demand for the best steel wheels is growing and we will be in a position to furnish them. In addition to this we will spend about $1,000,000 in Homestead."

Asked for a statement as to what he thought of the iron and steel outlook, President Corey said: "We are now working 60 per cent of our capacity, and I look for a gradual improvement until about the middle of next summer, when business will reach a normal and healthful stage. I do not expect any boom, but only healthful business."

In connection with the foregoing the corporation has just paid $2,000,000 for the Schoen Steel Wheel Company's plant. This, in addition to railroad improvements and smaller matters which were decided on some time since, will make a grand total of perhaps $20,000,000 to be spent immediately in the Pittsburg district by the corporation.

New Brand of Divorce in Jersey.

One of the most novel sentences ever pronounced in New Jersey was that inflicted on Samuel Band of Paterson by Judge Francis Scott in the Court of special sessions. Band, by the court's decision, is practically divorced from his wife. If he disregards the decision he will be sent to the State prison for a year.

The defendant's wife charged Band with having beaten her and forced her to work in the silk mills while he stayed idly at home. His daughter testified that Band was a nuisance about the house.

Justice Scott ordered the prisoner to send an expressman to his house for his belongings.

"Get your clothes and luggage, if you have any," warned the court, "and if you ever go near your home or your wife I will send you to prison for one year."

Sure of Fate.

They were seated around the dinner table.

"Great guns," exclaimed the superstitious man, "there are thirteen of us."

"Well, what of it?" queried one of the party.

"Why," rejoined the s. m. "One of us is sure to die before the others."

With Reason Answered.

Knicker—Why do women stand for such gowns?

Mrs. Knicker—Because they can't sit down.—New York Sun

You Can Get Allen's Foot-Ease FREE. Write Allen S. Olmsted, Le Roy, N. Y., for a free sample of Allen's Foot-Ease. It cures sweating, hot, swollen, aching feet. It makes new or tight shoes easy. A certain cure for corns, ingrowing nails and bunions. All druggists sell it. 25c. Don't accept any substitute.

The boys may not say much when they are forced to work sixteen hours a day without a share in the profits, but they suddenly run off to the city. It shows they have been doing some strong thinking.

FITS St. Vitus' Dance and Nervous Diseases permanently cured by Dr. Kline's Great Nerve Restorer. Send for FREE $2.00 trial bottle and treatise. DR. R. H. KLINE, Ld., 931 Arch St., Philadelphia, Pa.

When widows rush in it's time for young girls to look out.

Mothers will find Mrs. Winslow's Soothing Syrup the best remedy to use for their children during the teething period.

Some farmers who think they cannot run the place without a hired man would yell murder if their wives asked them to get them a hired girl.

Only One "BROMO QUININE." That is LAXATIVE BROMO QUININE. Look for the signature of E. W. GROVE. Used the world over to Cure a Cold in One Day. 25c.

It takes courage to adopt new methods of farming in an old fogy neighborhood, but success will soon change public sentiment.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher.

Stop worrying over the troubles of yesterday and get ready to overcome those of to-morrow.

Just as the sun shines brighter after a shower, so Old Gilt Edge Whiskey tastes better after other ordinary brands.

If we only could see our duty as others see it, what a nice world this would be for our friends!

PILES CURED IN 6 TO 14 DAYS. PAZO OINTMENT is guaranteed to cure any case of itching, blind, bleeding or protruding piles in 6 to 14 days or money refunded. 50c.

The Hostess of Royalty.

It must at times, despite the honor, be a somewhat tedious function for a British subject to entertain the king, for the house and all therein is for the time of the king's visit royal property. At luncheon the dinner, the hosts and their guests remain standing until royalty appears; then the host, if the queen or a princess be present, escorts her to the table, the hostess following with the king; if the king is alone, he leads with the hostess. Neither host nor hostess can give the signal for leaving the table, but must await the royal pleasure. If the queen or a princess be present, when she rises she is followed by the hostess, who, for the moment, is the lady-in-waiting. As it is not the proper thing for a servant to hand anything to a sovereign, when tea or coffee is served it is first handed to the hostess, who herself offers it to the king or queen. Oddly enough, finger glasses at dessert are, when royalty dines, placed for them only. When the sovereign dons a wrap no servant is permitted to help, but a lady or gentleman must assist. Another rule is that if there is card playing for money, coin fresh from the mint must be on hand for the occasion. The guests for these royal house parties are selected by the royal personages often weeks and sometimes months in advance, and an invitation to them is really royal command. These house parties are always very small and it goes without saying, of the very smart set.—Philadelphia Public Ledger.

A Natural Result.

Willowby had a good shoemaker, Hiram Pool by name. Nobody knew the trade of making, mending and tapping, resoling and patching shoes better than he. His conversation took on local color from his shop, no matter what the subject might be. One evening an astronomer, sojourning in Willowby, gave a "talk" at the town hall, and Hiram went to hear him.

"What did you make of all he said about the cause o' wet weather, when he'd spoken so light of the moon having all to do with it?" somebody asked Hiram the next day.

Mr. Pool held up the boot he was mending and squinted at the sole of it.

"His talk needed waxing," said the shoemaker, dryly, when his inspection of the boot was finished. "But what I made out of it was that he considered the wet weather usu'lly comes when the clouds are so old and rotten they won't hold the patches."

New York a City of Tenants.

Fewer New Yorkers own their own homes than the residents of any other city in the world. The reason is a simple one; the land is so valuable that none but the very wealthy can afford its purchase. Of the 391,687 families living on Manhattan island only 16,316 hold title to the houses they occupy—and if you will bring that little pad and pencil into play again you will learn that 94 out of every 100 families make monthly payments to a landlord. When these families move, as they are constantly doing, it seems only necessary to take the family photographs from off the mantel—so completely has their method of life been systematized. As for the landlords, they are mightier in wealth and tenants than any feudal lords of old—as forsooth the Astors, whose immense multitude of dwellings house a greater number of people than are contained in a city of the size of Hartford, Conn., Seattle, Wash., or Nashville, Tenn.

FRANKLIN'S PARIS HOME RAZED.

Odd Old Structure Had Been in Existence More Than a Century.

A Paris correspdonent writes interestingly of some changes that have been made not far from the Elysees, where among a number of old-fashioned houses at the corner of two narrow streets, the Rue Matignon and the Rue de Penthievre, there has stood for more than a century an old farmhouse, which evidently belonged to another period and country, says the Boston Herald. This house is now demolished, and was, the story runs, at one time the residence of Benjamin Franklin, the first American minister to France. The writer says he had the curiosity to go and look at the place and was struck by the contrast it presented to the buildings about it. It was simply an average-sized New England farm-house in tumbledown condition, with small windows and thin brick walls on the ground floor, and as for the upper story, it was simply a low garret with three pointed windows looking out from shabby wooden frames on the Rue de Penthievre. The brick wall did not go beyond the ground floor, and the garretlike superstructure was of common white pine wood, which was rotten with age. The whole was covered by a dilapidated tile roof.

So characteristic, in fact, of old colonial and pioneer days did it look, it was easy to believe that Franklin not only lived in it, but probably had it built and furnished the design himself. It is not likely any Parisian architect in those days had seen a house like that or could have imagined the design. Little wooden stairs from the street led up to the garret on the outside of the house, and to make the picture complete the yard was closed in by a real old-fashioned New England board fence with a gate hanging lopsided on one rusty hinge, the other hinge having broken off long ago. That such a queer old cottage should be still standing within a few steps of the president's palace was itself a curiosity and shows that in those days the spot was practically in the country where Franklin, who had simple, rustic tastes, liked to reside. How many of the hordes of American tourists, or even residents, have ever known of the existence of this queer New England house in the heart of Paris?

Sugar a Disinfectant.

In many parts of Europe it is customary among the people, especially the poorer classes, to burn sugar in sick rooms as a means of purifying the air. Physicians, however, have held that this was simply an innocent superstition, declaring that it was neither beneficial or harmful.

Prof. Trillbert of the Pasteur Institute at Paris, however, has recently demonstrated that burning sugar develops formic acetylene-hydrogen, one of the most powerful antiseptic gases known to medical science. In his experiment seventy-seven grains of sugar were burned under a glass bell of ten quarts capacity. After the vapor had cooled bacilli of typhus, tuberculosis, cholera, smallpox, etc., were placed in the bell in open glass tubes, and within half an hour all the microbes were dead.

If sugar is burned in a closed vessel containing putrified meat, or the contents of rotten eggs, the offensive odor disappears at once.

Duty Free.

A delicious bon mot is attributed to the late Bishop Phillips Brooks. Once when he was going abroad a friend rallied him about discovering a new religion and bringing it back to the United States with him.

"You had better be careful, Bishop; it might be difficult to get a new religion through the custom house."

"I think not," observed Brooks. "Any religion popular enough to import would have no duties attached to it."

Syrup of Figs and Elixir of Senna
Cleanses the System Effectually; Dispels colds and Headaches due to Constipation; Acts naturally, acts truly as a Laxative. Best for Men, Women and Children—Young and Old. To get its beneficial effects, always buy the Genuine, manufactured by the
CALIFORNIA FIG SYRUP CO.
SOLD BY ALL LEADING DRUGGISTS
one size only, regular price 50¢ per bottle.

IF YOU'VE NEVER WORN TOWER'S FISH BRAND SLICKER you've yet to learn the bodily comfort it gives in the wettest weather
MADE FOR HARD SERVICE AND GUARANTEED WATERPROOF
$3.00
AT ALL GOOD STORES CATALOG FREE
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Use Bassett's THE ORIGINAL Native Herbs for liver and stomach trouble, rheumatism and constipation. Price, 250 tablets for $1.00, 110 tablets for 50c, 50 tablets for 25c. Put up in black boxes. At all druggists.

FERRY'S SEEDS
Ferry's are best because every year the retailer gets a new supply, freshly tested and put up. You run no risk of poorly kept or remnant stocks. We take the pains; you get the results. Buy of the best equipped and most expert seed growers in America. It is to our advantage to satisfy you. We will. For sale everywhere. Our 1909 Seed Annual free. Write to
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WHEN WRITING TO ADVERTISERS PLEASE MENTION THIS PAPER

S. F. N. U. - - - - - - No. 7, 1909

READERS of this paper desiring to buy anything advertised in its columns should insist upon having what they ask for, refusing all substitutes or imitations.

John Wouldn't Be There.

"I canna' leave ye thus, Nancy," a good old Scotchman wailed. "Ye're too auld to work an' ye couldna' live in the almshouse. Gin I die, ye maun marry anither man, wha'll keep ye in comfort in yer auld age."

"Nay, nay, Andy," answered the good spouse, "I could na' wed anither man, for what wad I do wi' two husbands in heaven?" Andy pondered long over this; but suddenly his face brightened.

"I hae it, Nancy!" he cried. "Ye ken auld John Clemens? He's a kind man, but he is na' a member o' the kirk. He likes ye, Nancy, an' gin ye'll marry him, ye'll be a' the same in heaven—John's na Christian."

TREES TRUE TO NAME!
¶ Splendidly rooted, hardy, carefully graded and propagated from the best specimens of their kind. These are important factors.
PLACER NURSERIES
(Established 1878)
Our list comprises all commercial varieties of
Peaches Plums Pears Almonds Apricots Apples Cherries Persimmons Grapes
We Have a Particularly Fine Block of
BARTLETT PEARS, MUIR, LOVELL, TUSCAN ORANGE AND PHILLIPS CLING PEACHES
Write us at once. Send for Catalogue
SILVA & BERGTHOLDT CO.
Newcastle, California

CRIMSON WINTER RHUBARB
$1.00 Per Dozen. $5.00 Per Hundred. $40.00 Per Thousand.
Superlative and other berry plants. [illegible]
J. B. WAGNER, the Rhubarb and Berry Specialist
PASADENA, CALIFORNIA

THE Keeley Cure FOR LIQUOR AND DRUG USING
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